



SL
TRIUMPH

MAYFLOWER

CLUB



FLOWER
POWER

THE TRIUMPH MAYFLOWER CLUB

CLUB OFFICIALS 1988-89

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**When writing to a committee member and you require a reply, please enclose a
STAMPED ADDRESSED ENVELOPE**

Please note that all the above committee members fulfil their posts in their spare time and not as a full-time occupation. So when contacting them other than by letter, please ensure that you choose a reasonable time of day

FLOWER POWER No 51 SUMMER 1988

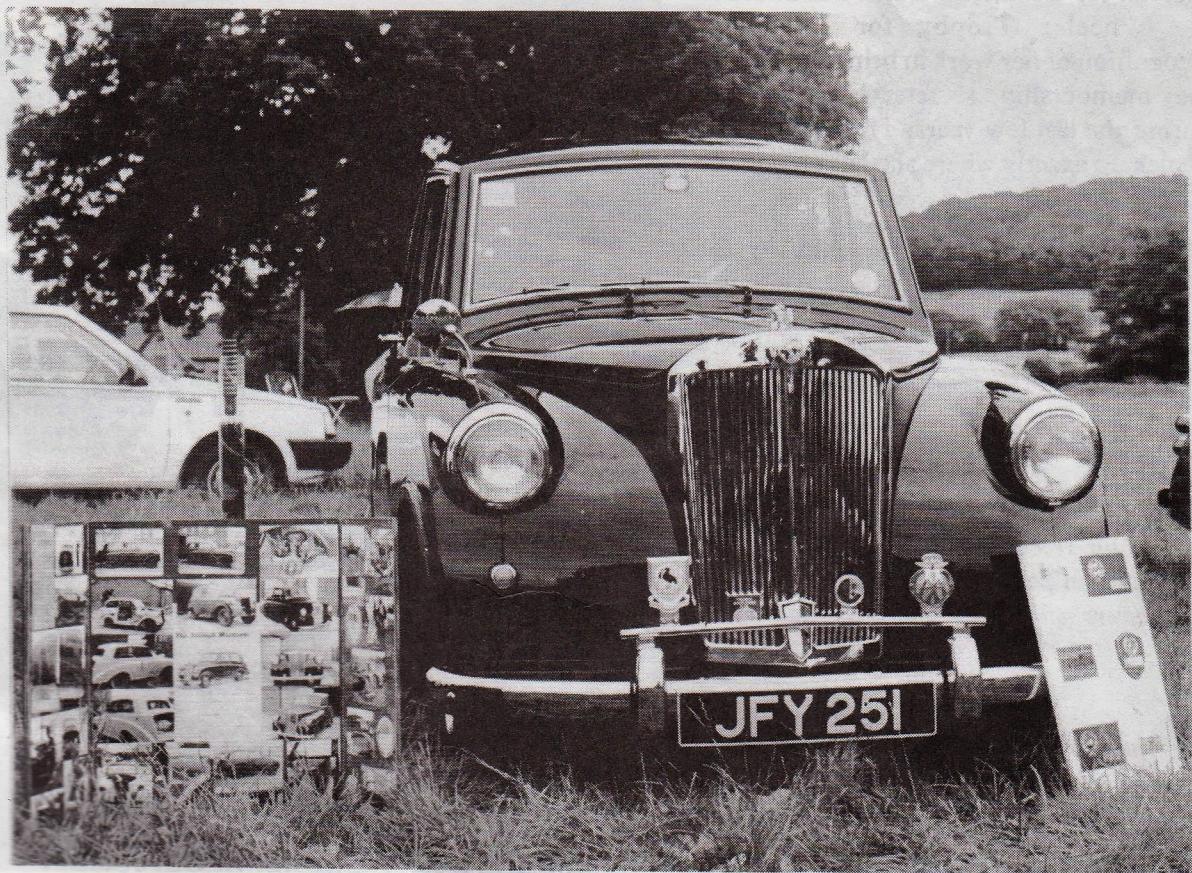
THE TRIUMPH MAYFLOWER CLUB RALLY 1988

Despite the mediocrity of the English summer weather, Sunday the 17th of July was a day to be remembered. This was heralded by the event of the decade when the Chairman and Vice-Chairman, with their wives, attended the annual dinner of the T.R.O.C. on the Saturday evening, an event which caused the Razor-edge crowd to be overcome with emotion. It has been many years since ten Mayflowers were assembled together in one place, however Sudeley Castle in Gloucestershire provided the ideal venue for such a happening. Not only were these Mayflowers present, but the committee were kept busy with enquiries from members and soon-to-be members who had arrived without their cars. Spares both new and secondhand were available from John Gogay and Paddy Parnell who set up shop under a tree in the park (just in case it rained). Special award for perseverance to Peter Benfield who came down from North Yorkshire to collect a pair of rear side windows which he should have collected a year previously.

Members who arrived with cars were:

John Oglesby	FVL 435	Bill Jacques	JFY 251
Peter Smith	90 LTD	John Hornby	DCB 668
Ron Hagger	PMV 97	A. Watson	PTV 484
David Cutler	LAX 880	Jeff Havill	BSV 501
Tony Booth	OWN 153	Graham Dean	PYA 703

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Bill Jacques "best of show" Flower complete with photographic record of its restoration and other associated literature

Rally Report continued

H. Wood brought a brilliantly restored Wolseley 1500 and the Chairman arrived in his Ford Popular 100E (questions to be asked about this!). TROC members arrived with fifteen Renowns and two Roadsters. Several assorted Standard models were also to be seen in the visitors class. All members who arrived with their cars were soon involved with judging each other's vehicles. The outcome was a majority vote for Bill Jacques' Mayflower as best of show, reward indeed for a six-year restoration project, and an obvious incentive for anyone involved in a similar challenge. For this he wins the 1988 Concours Cup. Ron Hagger was runner-up this year. Bill Jacques was also awarded a £5 spares voucher for having the best under-bonnet display.

Next year should be another bumper year, as more members complete the restoration of their Mayflowers. The Rally Secretary will have prizes for 1st, 2nd and 3rd places in the concours and perhaps even a prize for the 'flower owner who travels the furthest distance to attend.

A special word of thanks to Shaun Spooner who travelled up from Essex to deliver the Rally equipment and for keeping the Rally Secretary's seat warm for the last couple of years. John Oglesby has taken over this onerous task and we all wish him success.

We thank everyone who attended this rally and made the day a resounding success. If you have any photographs taken on the day we will do our best to publish them in the next issue of Flower Power.

THE CHAIRMAN'S AWARDS

I decided this year's award should be given to Mike Webber for his continuing service as Treasurer despite his frequent visits to hospital for treatment. Edith was awarded the Wheeler Trophy for Ladies in recognition of her work in bringing order to the membership secretary's paperwork during the last few years. This enabled me to pick up exactly where she left off with no outstanding work.

These awards are made annually by the Chairman to members who have given outstanding voluntary service for the benefit of other club members.



Our recently elected chairman, Terry Gordon, in pensive mood wondering if any 'Flowers will arrive before the rain clouds dampen the spirits . . .

NOTE FOR THE DIARY

**Next years Rally will be held at Weston Park near Shifnal in Shropshire
on Sunday 16th July 1989 — Be there !!!**



A veritable garden full of 'Flowers in an English country stately home create a satisfying and reassuring sight to the committee and is well complimented by the impressive row of Razoredges at Sudely Castle



SERVICING DRUM BRAKES

Most drum brake systems are similar in their design and function. Each vehicle model has one important difference though, which is the key to understanding why we must do a complete brake job. The key is that each particular brake system is designed for a vehicle of certain overall weight with a fixed percentage of braking effort being directed to the front or rear assemblies. If both axles are not serviced at the same time, they will no longer function as a balanced system and overall brake operation will not be equal to the original specifications.

Remove the brake drums and check them for grooves, heat spots, blueing or a mirror finish. All drums except those which appear to be "blued" should be turned to within 0.010 of the diameter of the mating drum on the same axle. Variations in drum sizes mean variations in their ability to dissipate heat evenly. This can cause pulling or other erratic braking because the friction material on one side of the vehicle will heat up at a different rate than the material on the opposite side. A brake drum can also be too smooth to reuse, and any drums which appear to have a mirror finish must be turned to allow the friction material a finish it can seat into. Since brake drums are also very susceptible to warping, it is really a good idea to machine without question and cure all of the problems we have mentioned.

The one exception is the "blued" drum. This drum has been overheated to the point that it is dangerously brittle and could fracture if reused. It is also so hard that it can't be machined by normal methods. It should be replaced. At this time, the cleaned and repacked wheel bearing, along with new grease seals, can be installed in the front drums.

Before removing the brake shoes from the backing plates, take a quick look at the wear pattern of the old brakes. These wear patterns can often tell you something about the condition of other parts of the brake system. Excess primary or secondary shoe wear may be caused by frozen or sticking wheel cylinder pistons or weak brake return springs. Shoes which have more wear toward the inside or outside are caused by weak hold down parts or possibly grooved backing plate brake shoe support pads.

Glazed or charred shoes are usually the result of excessively long or hard stops and, in some cases, an inferior grade of lining material. Remember—"burning in" new linings is an old wives' tale that can permanently damage the new friction material before it has had a chance to seat correctly. The correct method is a few hundred miles of safe, easy stops before doing any heavy braking.

After removing the old shoes, springs and hardware, clean the backing plate and check its mounting bolts for tightness. Loose bolts can cause erratic braking, and since these bolts are often overlooked, this problem can be very hard to locate. Next, clean the backing plate and check the brake support pads for grooves. If the pads cannot be flattened by light filing or some other method, the backing plate may have to be replaced. The grooves in the support pads can cause the brake shoes to hang up and brake pull or other erratic brake action may result. If the pads appear to be in good shape, apply a light coat of high temperature grease to them. This will allow the shoes to apply and release smoothly and may help prevent brake noise.

Wheel cylinders should be rebuilt and replaced whenever you install new brake shoes. As the brake shoes wear, the wheel cylinder pistons and cups move outward in the cylinder bores. If you do not service the wheel cylinders as the new brake shoes are installed, the pistons and cups will be pushed back into the wheel cylinder bore and rest on the corrosion that has built up in the cylinder bore.

Brake return springs should be replaced each time the brakes are relined. Return springs which have been in service for any length of time lose their tension at different rates. Reuse of the old weakened springs can cause variations from one wheel to another in the application and release of the vehicle's brakes.

Hold down springs also lose their correct tension due to the heat generated in a drum brake assembly. Weak hold down springs cannot keep the brake shoes in correct alignment against the backing plate shoe support pads and, therefore, should be replaced with each brake job. Brake

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noise and uneven shoe wear can result if old hold down hardware is reused.

Before installing new or rebuilt shoes, be sure to check the shoe-to-drum contact. It should be 75-85 per cent total contact when the shoes are first installed. The ends of the shoes should not contact the drum surface until after the initial break-in period. To check for the correct shoe arc, hold the new shoe against the brake drum by its centre; you

should be able to slip a 0.006 to 0.008 feeler gauge in between the friction material and drum braking surface at each end of the shoe. If the shoe has no end clearance, or has clearance in the centre only, it should not be installed; otherwise, noise and brake pull can result.

Note: When servicing brakes use extreme caution to avoid contacting or breathing dust since it could contain asbestos.

NOW AVAILABLE **LOOSE-LEAF WORKSHOP MANUALS**

Reproduced Workshop Manual in PVC Ring Binder

Available from the Spares Secretary

Price £15.00

Welcome to new member 553 Jeffrey Driver of 48 Braemore Road, Hove, East Sussex NB3 4HB
who has a saloon in jade green, YMX 737

LETTERS TO THE EDITOR

From Pete Smith (517)

12 Acacia Walk, Beeston, Notts NG9 2LW

Dear Ed,

I was driving my van steadily down the road when, on a local garage forecourt I spotted a Mayflower. Oh, a Mayflower, I thought to myself. Half a dozen seconds passed, a what! With a screech of brakes, a crescendo of horns from the rear and the most foul language I'd heard since the cyclist incident, I gingerly reversed.

Knowing what I know now I should have said "what a nice old car," and ran away! It seems that at this point all my troubles began. The car according to the document belonged to Kevin Ashley (492); if you are reading this Kev perhaps you were the wise man.

After a cursory look around I got on all fours to look under, with the idea that if it's okay underneath it should be alright on top. It was and it wasn't but I was not to know at the time. I decided to buy it! On my first trips out I got to know the b----- very well, little worries like why does she use a pint of oil every few miles? Why the blue smoke from the exhaust? Can't she go no faster than 10 mph up hill? Why don't the rear quarter lights open and why did they break to bits when they finally did?

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No I did not re-sell it, at that point I was actually getting fond of her even though I couldn't find a kind word for her. So out with the engine, reconditioned (something about using Petter engine valves), blue smoke vanished, she has found some power, 250 miles later she has lost it again. Cylinder head gasket blown between 1 and 2 cylinders! Fitted a new gaskey, great, power returned. 1,250 miles later — yes, you've guessed it, head gasket blown between 3 and 4 cylinders! (I told Recovery man but he insisted on going through the plugs, leads, points, coil, etc. We're not all daft are we?) I had the head re-machined and put it together again, thanks for your supply of head gaskets John. All four tyres were worn (funny I didn't notice that when I bought it), so I bought a brand new set of radials made in some Eastern Block country. Yes it's true, you don't have to carry a bag of cement in the back seat any more, she rides a lot better and can go around corners more often without the doors flying open!

A pound for the shortest and best name for her I said to my wife and son, they both came up with *Emma* — cough up Peter.

The reaction to the car is extreme, from older folks with the usual "I haven't seen one of those for years, I used to have one," etc. The youths who call it a kit car gone wrong and wonder how many pints the designer had, and worst of all the children who always break into fits of hysterical laughter at her passing. I could strangle them if the car would go fast enough to catch them!

I couldn't part with her now even though every journey is a major achievement. Thank you Recovery and thanks John for the constant supply of much needed bits.



"EMMA" photographed at this years rally, Many thanks Peter, Ed

LETTERS TO THE EDITOR

Trevor Liddle (526)

10 Southfield Green, Whickham NE16 4RL

Dear Ed,

Please find enclosed photograph taken at the "Northern Vintage Transport Associations" annual rally at Kirkleatham Hall near Redcar, North Yorks. The photograph is of three TMC members, from left to right: Mrs E. Fairless (539); T. Robinson (460); T. Liddle (526).



The three cars regularly attend rallies and are always much admired by members of the public wherever they go. We travel between North Yorks and the Scottish borders and would be interested in hearing from any other members in the area. It is with a lot of hard work and help from the TMC that we are able to keep the cars attending the rallies mentioned. It is reassuring to know you belong to a well run, well organised club by enthusiastic committee members always ready to give help and advice. Many thanks I am sure from all of us in the NE of England.

P.S. Message from Tom Robinson to say that his car was used in a recent episode of "All Creatures Great and Small" filmed in Yorkshire and should be screened some time soon.

VICE CHAIRMAN'S RAMBLINGS

Shortly after my appointment as VC and Rally Secretary I went off on my summer holiday to the North Yorkshire Moors. I stay at a cottage in Goathland every summer and this is how my friendship with Peter Benfield came about. He lives in the village and is a member of the club and so one day I went and introduced myself.

Anyway I had been aware that we had a member in Whitby and decided to likewise introduce myself. On Monday 20th June I called on Basil Gill at Whitby. He and his wife made me most welcome but the crunch came when he told me he had just sold his Mayflower and it was to be collected on Thursday 23rd. Unfortunately Basil does not enjoy good health and had been unable to drive the car for over 18 months and so was letting it go to a man he had promised the car to many years earlier.

He was obviously upset at losing a long standing friend so I decided to return on Friday 24th and took my Mayflower. I asked Basil if he would like to go for a short spin up to Sandsend and back and he had his coat

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on before I'd finished asking. It was a glorious morning and we both enjoyed the run out. Basil gave me a few tips on how to improve my car and he certainly knows his stuff after owning one for so long.

It is sad that we only met after he sold his car but you can be assured I will call in with my Mayflower when I'm in Whitby and keep Basil in touch with the club.

J.O. Vice Chairman

*Basil Gill alongside FVL 435 on the
one sunny day in Yorkshire's
summer by the look of it ! ! ! ! !*



With regret we record the death of Mr T. McDonough, member No 521. The club and committee extend their condolences to his widow Mrs Mary McDonough at this time.

WELCOME TO NEW MEMBERS

From Mr P. Turner

48 Rowplatt Lane, Felbridge, East Grinstead, West Sussex RH19 2NY

Dear Ed,

I am writing to tell you about two Mayflowers I saw whilst out at the scrap yard yesterday. One was just being crushed as I arrived and the other is still complete, except for the wheels. At the position at which it is standing, I don't think it will be crushed just yet. It has a spare cylinder head and other spares in the boot. The front suspension of the vehicle appears to be quite new.

I am writing to tell you this because I thought that other club members may be interested in the vehicle. The scrap yard concerned is G. W. & G. Bridges Ltd. Their address is: The Orchard, Brighton Road, Pease Pottage, Crawley, West Sussex. Tel: Crawley 516541/2.

SUMMARY OF RESTRICTIONS UNDERSTOOD TO APPLY IN OTHER EUROPEAN COUNTRIES

France

Owners of cars over 25 years old without logbooks have difficulty obtaining full-use log books - instead they are offered "collectors" log books (*carte grise de collection*) which restrict use to department of registration and to adjoining departments. Wider use requires permission of Federation Francaise des Vehicules d'Epoque and of the prefecture.

Germany

Cars not capable of 38 mph are banned from the Autobahn. Cars without electric lights may be banned from night use.

Projections on vehicles are banned - ears on knock-on wheel hubs are an example. Vehicle test every two years. Technical requirements include:-

- flashing indicators
- hazard warning lights
- main beam warning light
- safety glass
- anti-theft device
- demister, sun visor
- adjustable seat
- wipers
- speedometer
- mudflaps

tachograph (for vehicles over 7½ tons)

Concessions are possible on application with supporting documents. In practice, local testing stations are tolerant. Engine and chassis modifications believed to be forbidden.

Belgium

Vehicles over 25 years old exempt from vehicle test unless used for publicity. They have a lower rate of taxation, are restricted to within 15 km of home and may not be used at night.

Cars over 25 years old used for ceremonial use are heavily taxed and subject to twice yearly vehicle tests.

Holland

Vehicle test is required. Tax concessions for vehicles over 30 years old used less than 60 days per year. Cars without four wheel brakes may not be used at night or on motorways. Similar restrictions may apply to other vehicles which have a particular specification.

Imported cars have to meet certain current construction regulations such as see-through brake fluid reservoirs, safety belts, washers, flashers, modern braking standards. Concessions are being sought on this.

Denmark

Cars without electric lights may not be used at night. technical regulations of 1955 (not stringent) apply to pre-1956 cars. Later vehicles must comply with appropriate regs. Concessions on technical regulations tend to be given to pre-war cars.

Flashing indicators and stop lights are required.

Modifications from standard specification may not be permitted (awaiting confirmation).

Luxembourg

No modifications to original specification required.

Tax concession (£3 pa) applies for vehicles over 30 years old.

Austria

No restrictions on use. Technical regulation concessions are possible "on a special request to the government, if so described in the car's papers".

Up to three cars may be taxed and insured at single-car rate.

Italy	Compulsory vehicle test. Safety related components must be to original specification. Replacement parts must have had less than seven years use. Certain categories of vehicles are restricted to rallies etc., and then only if they have special permit. No information at present about cut off date.
Portugal	No known restrictions. Exemptions from road tax for older vehicles - cut off date not known.
Greece	Pre war cars given tax exemption if registered with representative body (PHILPA), but are then restricted to PHILPA organised events and journeys required for repairs or maintenance. Special plates have to be issued for these purposes. Free circulation is possible if all taxes are paid, but then all modern technical regulations (in theory) apply. High taxes on imported post-war cars.
Finland	Indicators & stop lamps are required. Concessions for cars over 25 years old in restored/preserved condition if usage is restricted to 30 days per year.
Norway	Vehicle tests according to standards of year of manufacture for vehicles over 30 years old. No taxes payable on cars over 30 years old. Cars 15-30 years old can be tested according to standards of year of manufacture if the representative body gives dispensation on grounds of historical/technical/aesthetic interest. Imported cars (?over 30 years old?) must not "impede the regular traffic" - this can be interpreted as not allowing everyday use.
Sweden	Pre-1951 vehicles exempt from taxation, just having to pay an annual f4 registration fee. Vehicle test (tough) requires pre-1940 vehicles to be tested in accordance with the standards in force at the time of manufacture. Post 1940 cars are tested to standards at the discretion of the testing station. The Representative body can help. Technical requirements include:-
	rear or l.h. exhaust exit two dipping headlamps indicators on closed cars two rear lamps stop lamps 1971 emission regs apply no dangerous mascots wing/door mirror speedo in km (1955 on)

It is emphasised that this list is by no means exhaustive, nor can we guarantee the accuracy of the information given. We are striving both to create a complete picture of regulations as they apply to old vehicles throughout Europe and to check that the information we already have is accurate.